

## REPORT of SURVEY for REPAIRS, &amp;c.

Date of writing Report 14<sup>th</sup> Oct 1918 When handed in at Local Office 14 OCT 1918 Port of LIVERPOOLNo. in Survey held at Birkenhead Date, First Survey Oct 5<sup>th</sup> Last Survey 11<sup>th</sup> Oct 1918

Reg. Book. 1482 on the Wood, Iron or Steel S.S. Moorgate (No. of Visits 101) Master

TONNAGE:— Built at Sunderland By whom J.H. Thompson &amp; Sons Ltd When 1907 - 8

GROSS 4259.65 Owners The Shipping Controller Port belonging to London

UNDER DK. 3922.21 Owners' Address (H.W. Dillon &amp; Sons, Managers.)

NET 2704.10 (if not already recorded in Appendix to Register Book.)

Surveyed Afloat in Dry Dock? Name of Dock Glover's Destined Voyage

WB=Cell DB=Da 117 feet; uE&amp;B 42 feet; f 171 feet; total capacity 1039 tons. FPT 61 tons; APT 60 tons; MT - feet - tons.

N.B.—All alterations in the existing records should be underlined.

If the Vessel has Water Ballast Tanks, state whether the manhole covers have been removed, and the insides of the tanks examined. Also state the amount of deterioration (if any) found in the thicknesses of the floors, framing, girders, and of the inner bottom plating, especially in the boiler space.

Last Report, No. 48296 Port

(Periodical Surveys, when held, must be reported in detail and serially in the terms of the Rules. State clearly the cause of Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent repairs. Repairs on account of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported, the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.)

25/9/18 to 10/11/18  
M. 23/7/18 30/5/18

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined? Yes. Not required Was a damage report made by anyone else? If so, by whom? Ray Smart (D.S.R.)

REPAIRS, or EXAMINATION AS PER RULE, FOR Re-instatement of class after stranding and breaking in two. Damage through collision (temporarily repaired). S.S. No. 3.

This vessel after sustaining extensive damage to bottom and breaking in two was placed in dry dock, repaired and lengthened twelve frame spaces. Compensation has been carried out by means of doubling the topside plating and strike of deck plating alongside the hatchways and other work effected, in accordance with the approved plan herewith and its amendments.

An amended freeboard has been marked on the side in accordance with the Committee's assignment. See Secretary's letter of July 31<sup>st</sup> 1918. The vessel is now rigged as a three masted schooner.

STATE OF DAMAGE REPAIRS:—	Plates	Frames	R. Frames	Floors	Beams	Str. Plates	Dk. Plates	Other Items:—					
Renewed	183+1/2	50 19408	97	104+1/2	22+5/8	12	33	Reinforced, large number of int. under plates, 45 tank top, 99 main plate					
Removed and Faired or Repaired	20	92+5/8	50	34	2+5/8		1	Reinforced, 45 tank top, 99 main plate					
Repaired or Repaired in place	45	82	19	37	10	6	18	Reinforced, 45 tank top, 99 main plate					
CONDITION OF THE	Stringers	Inner Bottom Plating	State if Tanks have been examined inside	State if Tanks now tested	Bulkheads	Ceiling	Cement or Asphalt (State which.)	Rudder	Steering gear and its connections	Windlass	Have Pumps now been examined and found efficient?	Have Sluice Valves now been examined and found efficient?	Have Watertight Doors now been examined and found efficient?
Good	Good	Good	Yes	Yes	Good	Good	Good	Good	Good	Good	Yes	Yes	Yes
of Decks	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Yes	Yes	Yes
Fastenings	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Yes	Yes	Yes
Plating	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Yes	Yes	Yes
of ditto	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Yes	Yes	Yes
Planks & Crutches	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Yes	Yes	Yes
Frames	Good	Good	Good	Good	Good	Good	Good	Good	Good	Good	Yes	Yes	Yes

## General Observations, Opinion as to Class, Recommendation, &amp;c.:—

State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:— "to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1, 15," or "to remain as classed and to have record of survey, 1, 15, and the notation of ss No. 1-15 and PEND 15, &c."

This vessel is now in good and efficient condition & worthy to have her class, viz. 100A1, re-instated in the Register Book with fresh record of Survey 10.18.18. Notation of S.S. 13km. 103-10.18. Subject the equipment of anchors & cables being made complete at convenient opportunity and permanent repairs being effected at Owners' convenience. Len. 18 to be recorded & water ballast amended to 211'4" E & 42'11" 1039 tons.

Survey Fee (per Section 25) £ 10 : 0 : 0

Special Damage or Repair Fee (if any) (per Sec. 29) £ 126 : 0 : 0

Travelling Expenses (if chargeable) £

Second Surveyor's Fee (if any) £

Committee's Minute

Character Assigned

HULL CERTIFICATE WRITTEN

LIVERPOOL 18 OCT 1918

TUE 29 JUL 1919

TUE 31 JAN 1919



## Steel Plating. Moorgate

Damage repairs &amp; alterations carried out as follows.

Shell Plating. Flat Keel. Thirteen plates (Nos 142, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157) renewed and three plates (Nos 158, 159, 160) removed & fairer.

Port Side. Eighty four plates renewed and one partly renewed.

[Fourteen plates in A Strake (Nos 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229) and one in B Strake (No 230), thirteen plates in C Strake (Nos 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243) and one in D Strake (No 244), ten in E (Nos 245, 246, 247, 248, 249, 250, 251, 252, 253, 254), four in F Strake (Nos 255, 256, 257, 258), two in G Strake (Nos 259, 260), two in H Strake (Nos 261, 262), three in J Strake (Nos 263, 264, 265), two in K Strake (Nos 266, 267), three in L or Sheerstrake (Nos 268, 269, 270) two in M Strake (Nos 271, 272), two in N Strake (Nos 273, 274) and one in this Strake (No 275) partly.

Three plates removed & fairer (A 15, B 15 & E 11)

Thirty seven plates fairer in place [Seven in F Strake (Nos 1, 2, 3, 4, 5, 6, 7), five in G Strake (Nos 1, 2, 3, 4, 5), five in H Strake (Nos 1, 2, 3, 4, 5), three in J Strake (Nos 1, 2, 3), two in K Strake (Nos 1, 2), one in M Strake (No 1) and four in N Strake (two fore-castle side plates and two Bridge side plates - top strake)]

Starboard side. Eighty six plates renewed.

[Fifteen in A Strake (Nos 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229) and one in B Strake (No 230), fourteen in C Strake (Nos 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243) and one in D Strake (No 244), eleven in E Strake (Nos 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255), four in F Strake (Nos 256, 257, 258, 259), five in G Strake (Nos 260, 261, 262, 263, 264), three in H Strake (Nos 265, 266, 267), four in J Strake (Nos 268, 269, 270, 271), two in K Strake (Nos 272, 273), three in L Strake (Nos 274, 275, 276), two in M Strake (Nos 277, 278) and one in N Strake (No 279) and one counter plate.]

Fourteen plates removed, fairer & refitted.

[One in A Strake (No 16), two in B Strake (Nos 12, 13), one in C Strake (No 13), two in D Strake (Nos 1, 2), five in E Strake (Nos 1, 2, 3, 4, 5), one in F Strake (No 5), one in K Strake (No 1) and one in L Strake (No 1)]

Eighteen plates fairer in place. [One in C Strake (No 14), five in F Strake (Nos 3, 4, 5, 6, 7), one in G Strake (No 14), one in K Strake (No 9), one in L Strake (No 11), three in M Strake (Nos 10, 11, 12) and one in N Strake (two fore-castle side plates, three bridge side and one poop side plate)]

These plates are numbered from fore end of vessel and three numbers marked with an A are in the lengthened portion.

As compensation for the lengthening of this vessel, the lower Strake of Bridge side plating has been doubled for the full length, each side, and the Strake below the sheerstrake doubled, carrying well the Bridge side doubling plates and extending for 3/4" vessel's length, as per approved plan.

When Anchors or Cables are supplied, the particulars are to be reported in the following form:-

## ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX STOCK.		WEIGHT OF STOCK.		TEST, PER CERTIFICATE.		WEIGHT REQUIRED BY TABLE 30 or 31.		Description of Anchor.	Where and when tested & Superintendent.
		Owts. qrs. lbs.	Owts. qrs. lbs.	Owts. qrs. lbs.	Owts. qrs. lbs.	Tons. Cwts. qrs. lbs.	Tons. Cwts. qrs. lbs.	Owts. qrs. lbs.	Owts. qrs. lbs.		
22999	1st Bower	52 2 7				4 11 10				Bye Strake	17/5/18 G. H. S. S.
23006	2nd "	52 2 7				4 11 10				"	23/5/18 " "
	3rd "										
	Collector's Weight.										
23105	Stream	15 2 0		4 0 6	16 19 3 0					Ordinary	28/10/16 G. H. S. S.
	Kedge										

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

## CHAIN CABLES.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 30 or 31.		Description.	Makers of Cables.	When and where tested and Superintendent.
	Length.	Diam.	Stain-tory.	Breaking.	Supplied.	Per Table 30 or 31.	Length.	Diam.			
	Fathoms.	Inch.	Tons.	Tons.	Owts. qrs. lbs.	Owts. qrs. lbs.	Fathoms.	Inch.			
Iron Stream Chain or Steel Wire...											



## St. S. S. "Moorgate"

## Damage repairs &amp; alterations, etc.

## Framing:

de frames: Port. Ten renewed from main plate upwards & 12 new frames fitted. Two frames removed &aired and 6aired in place.

Star. sixteen renewed & 12 new frames fitted. Two frames removed &aired & 15aired in place.

## Double Bottom frames.

Port. Eighty four renewed and 12 new frames fitted. Fifty three removed &aired and 29aired in place.

Star. Eighty six renewed and 12 new frames fitted. Thirty nine removed &aired, 5 partly removed &aired & 32aired in place.

## Double Bottom reverse frames.

Port. Forty two renewed and 6 new ones fitted. Thirty removed &aired and 9aired in place.

Star. Forty three renewed and 6 new ones fitted. Twenty removed &aired and 10aired in place.

Floors: Port. Fifty five renewed & 6 new ones fitted. Fifteen removed &aired & 16aired in place.

Star. Thirty seven renewed, 12 partly renewed & 6 new ones fitted. Eighteen removed &aired & 21aired in place.

Beams. Four whole beams renewed & 4 new ones fitted at upper deck. Nineteen half beams at this deck renewed and four new ones fitted on each side. About 70 beam knee brackets renewed.

Strong Beams. In C.B. Space: one renewed and twoaired and refitted. One new Cold Beam fitted and 4 cut adrift &aired and re-riveted.

Bridge Deck. Two whole beams renewed and 4 new ones fitted. Fifteen half beams on Port side and 9 on Star side renewed and four new ones fitted on each side. Seven half beams on Star side removed &aired. Thirty one new knee brackets fitted. Two upper deck hatch beams were removed &aired & stiffened and fitted to Bridge Deck.

## Ginger Plates. Upper Deck.

Port. Three plates renewed and oneaired in place.

Star. Five plates renewed and oneaired in place.

Bridge Deck. Port. Two plates renewed and 2aired in place.

Star. Two plates renewed and 2aired in place.

Deck Plating: Upper Deck. One middle line plate renewed & 3aired in place.

Port side. Eight plates renewed, one removed &aired & 3aired in place.

Star -". Eleven plates renewed and 5aired in place.

Bridge Deck. One middle line plate renewed.



## MS No "Moorgate"

## Damage repairs &amp; alterations (Contd).

Bridge Deck. Port. Six plates renewed & 3 faired & repaired in place.

Star. Six plates renewed & 4 faired & repaired in place.

One transverse plate renewed between Saloon & main hatchway.

The strike of upper deck plating doubled along side Nos 2 and 4 hatchways as amended & corner doublings fitted at No 3 hatchways on Bridge & upper deck.

One new web frame fitted in hold & two webs each side, in Bridge space.

Three panting beams faired in place.

Double Bottom. Internal work:

Centre Girders. Seven plates renewed & one new one fitted. Top & bottom angles in way removed and renewed or faired & refitted.

Bracket plates to C.G.: Fifteen renewed, 6 new ones fitted & 23 removed & faired. Port side. Eleven renewed, 6 new ones fitted & 23 removed & faired. Star side.

Brackets to tank margin. Port. 15 renewed, 6 new ones & 23 removed & faired.

Star. 7 renewed, 6 new ones & 21 removed & faired.

Brackets outside margin. Port. 29 renewed, 12 new ones & 23 removed & faired.

Star. 16 renewed, 12 new ones & 24 removed & faired.

Intercostal Girders plates: Port. About 86 renewed, 18 new ones fitted, 106 removed & faired. Star. About 74 renewed, 18 new ones fitted and 82 removed & faired.

Tank top plating:

Middle line Strake: Four plates renewed & one faired in place.

Star side. Twenty plates renewed, 6 removed & faired & 8 faired in place.

Star. Nineteen plates renewed, one removed & faired & 2 faired in place.

Thwartship plating in way of bulk heads:

Port. One plate renewed, one removed & faired & 1 faired in place.

Star. One plate renewed & one plate faired in place.

Tank Margin Plates.

Port. Four renewed, two removed & faired & 6 faired in place.

Star. Five renewed and 4 faired in place.

Tank margin angles renewed or faired & refitted, as required.

Bold stringers.

Port. Three plates renewed, one new one fitted & one removed & faired.

Star. Two plates renewed, one new one fitted & two removed & faired.

Big bracket plates renewed & 6 new ones fitted, on each side.

Two bracket plates Port side & 4 on Star. faired & refitted.

Face bars in way of above plates renewed, on each side.

Upper side stringers.

Port. Two plates renewed & one new plate fitted.

Star. Three plates renewed, one new plate fitted & one faired in place.

Lower side stringers.

Port. One plate renewed & one new plate fitted.



St. Sedi. Moorgate.

Lower Side Stringers.

Star. Two plates renewed one new plate fitted.

Face bars to upper lower side stringers in way of these plates and bulkhead brackets renewed.

Bulkheads. Stokhold bulkhead taken down, 3 vertical strakes renewed remainder fair & refitted. Lower part of Port wing plate upper part of Star wing plate renewed. New coaming plate foundation angles fitted. Flanges of plates which formed stiffeners, cut off and hull angle stiffeners (9 x 3 1/2 x .55) fitted.

Plating of side bunkers renewed in way of Boilers and partly renewed partly fair in way of Engines. Stiffening bars renewed as necessary.

Engine Boiler casings repaired or renewed, as required.

Hatchways.

New cargo hatchways at after end of No 2 hold, as per approved Profile and fitted with web plates as required. Upper Deck Hatchway 24' 11" x 18' 0". Bridge Hatchway 18' 5" x 18' 0". Hatchways fitted to cross bunker at upper Bridge Decks. Two bunker hatchways fitted each side of upper Deck & one each side of Bridge Deck.

Engine seating removed, firders & connections refitted and top plating renewed. Hugs & foundation angles renewed.

Boiler stools renewed. Efficient pillaring fitted in holds.

Tunnel. Top plating removed as required, refitted and re-riveted.

Bridge Keels removed, about half renewed remainder refitted.

Masts & Rigging.

Fore & Main masts removed and 3 plates of foremast and four of main mast renewed. Foremast refitted, main mast fitted as a main mast and a new main mast fitted. Squares fitted round main mainmast to carry derricks. Six new derricks & gear fitted and gear to two others put in order.

Rigging on all masts renewed (of galvanized steel wire). Shrouds (2 in. 1/2, each side) & Stays 4" (cir.) & backstays 3" (cir.).

Quadrant lifted for examination & rigging plate fitted. Windlass & winches overhauled. Two new winches supplied.

Steam Steering gear overhauled. Rods & part of steering chains renewed. Lead blocks, etc. made good.

Boats. Two lifeboats (24 ft.) and new davits supplied. Two lifeboats (20 ft.) & dinghy supplied and old davits fitted.

57010-927M



Steel "Moorgate"

Steel bulkhead (partition) fitted at fore end of crew hunker.  
Two steel side houses and marconi room fitted on bridge.  
Accommodation for officers & crew renewed.

New wood covers fitted to all hatchways and new tarpaulins supplied.

No cargo battens are fitted. Close ceiling only fitted at the bilges and under the hatchways.

Accommodation ladder gear supplied; awnings fitted and general deck work & fitting renewed or made good.

Hand pumps etc. & tools put in order.

Tank and bilge suction overhauled & largely renewed.

With a view to the carrying of oil in the double bottom tanks in way of holds, bell mouths have been fitted to the tank suction, force necks fitted to all tank air pipes & gauge covered and all air pipes carried up to weather deck.

All ballast tanks tested satisfactorily upon completion of repairs.

Steel surfaces scaled where necessary and recoated.

Equipment

The equipment number of this vessel as lengthened is slightly in excess of the limit allowed for her original equipment letter, but as an emergency war concession the old equipment has been approved (See Secretary's letter dated 28<sup>th</sup> Mar 1918.)

Two lower anchors (patent stockless) somewhat in excess of the weight required and a stream anchor also of excess weight, and all properly tested, now supplied. For verified particulars, see back of report.

Keel anchor has been placed on board.

Ninety fathoms of 13" manilla rope (in lieu of stream chain), ninety fathoms 13" manilla towline and four ninety fathom lengths of 7" manilla hawser now supplied.

The cables, ranged & found in good condition, are 240 fathoms in length or 30 fathoms short of length by Table 31.

Stem extension piece fitted for otter gear.

Stiffening has been fitted under poop for two howitzers and abast the hand steering gear for a gun. Magazine fitted.

7,7010-927M



Shells "Moorgate"

The requirements of the L.S.N.3 now carried out as follows: Vessel examined in dry dock.

Holds, peaks and bunkers cleared and with Aupine & Boiler Space examined. All close spar ceiling and the flooring in C.B. Space lifted. Steel surfaces sealed and cleaned, as necessary, and recoated.

All double Bottom & the Peak Tanks examined internally and tested satisfactorily.

Decks, masts (wedges removed) rigging, hand pumps W.T. doors, steering gear, hatchways & covers, plating in way of sidelights, anchors & general equipment examined. Cables ranged. Freeboard marks reified. It was not considered necessary to drill the shell plating.

Particulars of water ballast for record in the Register Book.

W.B. = Cell No. 2 114' NE 18 42' 1171' 1039 tons FPT 611 APT 601 in New length of Bridge 119 ft.

Damage. On entering dock (after repairs) to load, this vessel struck the wall indenting the plating at upper turn of Starboard bilge in way of Stokely's Bulkhead. Setting in the frame shuckling the wing plate of bulkhead. As permanent repairs could not be carried out an efficient temporary repair by means of cement boxing has been done and permanent repairs may be left to the Owner's convenience.

Chas. Nash.

W726-0104 2/3